



Delaware Bicycle Council
February 1, 2023
Zoom Webinar
Meeting Notes

Members Present

Walt Bryan, Sussex County Representative
Sgt. Jay Burns, DE State Police Representative
Fran Cardaci, At-Large Representative
Shebra Hall, Division of Public Health Representative
Tom Hartley, Kent County Representative
Scott Hoffman, At-Large Representative
Mike Krumrine, DNREC Representative
Martin Lessner, Council on Transportation
Jackie McDermott, Office of Highway Safety
Evette Morrow, At-Large Representative
Wendy Polasko, DelDOT Representative
Mike Tyler, At-Large Representative
Mike Wagner, Department of Education
James Wilson, New Castle County Representative

Members Absent

Mack Cochran, Trails & Greenways Council

DelDOT Support Staff

John Fiori, Bicycle Coordinator, DelDOT
Christina Thomas, Administrative Assistant, DelDOT

Guests

Pamela Steinebach, DelDOT	Anthony Aglio, DelDOT
John Bare, Bike DE	Chris Asay, Public
JT Fleming, Public	Mary Roth, Delaware Greenways
Wendy March, Public	Dave McClintock, Public
Helen Wiles, Dover/Kent County MPO	Alex Fountain, Public
Bill Weller, Sussex Cyclists	Dana Rathfon, Public
Ian Friedland, Public	Ray Quillen, Public
Karen Zakarian, Public	

I. Welcome/Introductions

The meeting was called to order at 5:00 p.m. by Scott Hoffman. The Council meeting was held virtually, in which Scott Hoffman took a roll call of the Council members present. The quorum was met for the meeting.

Pamela Steinebach announced that since this public meeting did not have an anchor meeting location that voting could not ensue on any agenda items by the Council and would have to take place during April's Council meeting.

Scott Hoffman introduced Sgt. Jay Burns as the newest Council member. Sgt. Jay Burns introduced himself and is currently assigned with the Sussex County Collision Reconstruction Unit. Sgt. Burns has been with the Delaware State Police for 24 ½-years, spent 10-years on patrol and 13-years with the reconstruction unit until promoted to Sergeant in 2020. Spent a year and a half on patrol as a sergeant then got reassigned back to the Collision Reconstruction Unit as the supervisor in Sussex County. The Collision Reconstruction Unit is a full-time unit within the DSP that handles all the fatal motor vehicle collisions and motor vehicle collisions with life threatening injuries. Also do a lot of education throughout the County and the state, talking to schools and businesses about safe driving and whatever we can do to minimize the impact of fatal collisions and serious collisions in the state of Delaware. Scott Hoffman asked if some of these collisions would be someone on a bicycle? Sgt. Burns responded that it does if it involves a motor vehicle. If someone were to crash only involving a bicycle and dies because of that we have been consulted in years past for serious crashes, but the primary responsibility is vehicle collisions and those would entail motor vehicle collisions involving bicycles. James Wilson asked a question in which there were seven bicycle fatalities last year; one was in the City of Wilmington, two in Dover, therefore is it plausible for the Council to see some of the work product of the CRU? The Council has no interest in personal information but are interested in the interested in the detailed narrative of the crash that the CRU created. Sgt. Burns responded that he could talk about the details on the crash and talk about the reconstruction that they do and some of the formulas and analysis they do but as far as a specific case he would have to talk with his prosecutor regarding what cases he can release. There are privacy concerns and if it is a prosecution case we cannot even discuss or release those reports until after the prosecution. Then there is the civil litigation that could be up to five years and do not know if the case could be discussed until after that was completed. On top of that we would have to talk to the families to see if they had any concerns with their case being talked about. Sgt. Burns indicated he would be happy to talk about what we do and what resources, tools and formulas used.

Minutes/Agenda Review:

The Council reviewed the meeting minutes from the December 7, 2022. James Wilson indicated that the number of bicycle fatalities in 2022 is seven not six, where the one on West North Street in Dover was not officially classified as a bicycle fatality because the person was not riding their bicycle. The remaining five are correct but then there are two that are missing. There is the one on South DuPont Highway and Webb's Lane in Dover in December and the one in Wilmington in July. John Fiori indicated the information was taken from a slide presentation. Wendy Polasko

asked if the one in December was after the Council meeting and John Fiori responded that it was. James stated the error is that the one in Dover on West North Street was a bicycle fatality when in fact it was not and there is missing in Wilmington based on an article in the Delaware Online about how Wilmington Police have not historically made any press releases about fatalities happening within Wilmington where that one completely went under the radar and was discovered a week ago. John Fiori indicated if it was not discussed at the meeting then he cannot add it to these meeting minutes. Marty Lesner added that if it is discussed at the meeting it should be in the minutes; if it was not discussed but it should have been discussed then it probably should be in this meeting minutes. John Fiori noted there was an incorrect name, where Tyler Wright was changed to Sgt. Jay Burns name on the first page. The meeting minutes for December 7, 2022, will be voted for approval at April's Council meeting.

II. Public Comment

Wendy March had a question about what the plans are to reroute the detour at the trailhead behind the Tanger outlets for the Junction Breakwater trail or who to contact for that information John Fiori responded to send him an e-mail and he will provide the current information on that trailhead. Tom Hartley asked to be copied on that e-mail.

III. New Business

Vote for 2023 Chair & Vice-Chair:

Fran restated the nominations are Scott Hoffman for Chair and Walt for the Vice-Chair but unable to compete the vote until April's meeting.

Secretary Majeski Netherlands Summit:

Secretary Majeski could not attend but she will make her presentation at April's Council meeting.

What the Dover/Kent County MPO Can Do for You:

Scott Hoffman introduced Helen Wiles to talk about the Dover/Kent County MPO. Helen Wiles is the public outreach manager at the Dover/Kent County Metropolitan Planning Organization (MPO). Helen had a PowerPoint presentation about the Dover/Kent County MPO. An MPO is federally mandated and primarily federally funded, non-profit that is triggered in all urban areas over 50,000 in population and that is decided by the census every year. Dover/Kent County has had an MPO since 1992. The Dover/Kent County MPO is all about infrastructure; everything that you need to get from point A to point B regardless of the mode of transportation you are using.

Dover/Kent County MPO coordinates with DelDOT, DART, municipalities and other partners like Economic Development, Chamber of Commerce and the public in getting ideas for transportation improvements. The Dover/Kent County MPO prioritize projects, set spending levels for federal funds and work with our partners on issues like air quality, environmental justice, safety economic growth and public mobility. The Dover/Kent County MPO is very focused on public input and participation and are constantly looking for ideas and comments. The Dover/Kent County MPO covers all of Kent County that includes three cities, seventeen towns, and conducts a long-range plan every four years that covers the next twenty years. The most recent long-range plan was January 2021, where it is called Innovation 2045. There is a link to go to if you would like to look at that is <https://doverkentmpo.delaware.gov/>. The Dover/Kent County MPO use the Metropolitan Transportation Program (MTP) to create a Transportation Improvement Plan (TIP) which are goals

and priorities for the immediate four years. DeIDOT's State Transportation Improvement Plan (STIP) and our TIP documents must match so that DeIDOT can get the federal money that they need to do these projects. As far as bicycling, the Dover/Kent MPO is dedicated to multimodal transportation. That means you will hear a lot of different things like Complete Streets or Safe Routes or different buzzwords and terms but what it is, is to make every new project, every old transportation improvement must be multimodal. That means there must be considerations for bicyclists, pedestrians as well as for transit. The Dover/Kent MPO is also vigilant about equity and talking a lot about how to make transportation in Kent County more equitable and you cannot talk about equity in transportation without considering cyclists, pedestrians and transit. The Dover/Kent MPO is working toward moving our roads and our streets away from being so car centric and turning them into actual multimodal functional paths from Point A to Point B regardless of your transportation. Also working on a federal initiative, which is called Towards Zero Deaths. It is making our roads safer, our vehicles safer, our medical, technology advanced enough so that even if you are involved in a crash you do not necessarily have to die, more aware users to have better drivers and more safety conscious drivers also better bicyclists and more safety conscious bicyclists and walkers. The Dover/Kent MPO has created an app called MAPITT that lets you report transportation issues and share ideas. You can say there is glass on this sidewalk that needs to be cleaned up or there is a traffic light that is not timed right or there is a pothole here. When you download MAPITT, it takes about 90-seconds to log an issue. Shebra Hall asked if there is a contact list to send out? Helen responded to go to the website at www.Doverkentmpo.org, where you can join the mailing list and are on all social media at Doverkentmpo. James Wilson indicated last year there were seven bicyclist's fatalities in Delaware, three of them were in Kent County: South DuPont Highway and Bay Road, South DuPont Highway and Webb's Lane, South DuPont highway just north of Milford and then just this last month in January, in Harrington, South DuPont Highway and Corn Crib Lane. In six months, we have had four bicyclist's fatalities, all on South DuPont Highway and do not feel like these fatalities are getting solutions for South DuPont Highway. Helen responded that the studies that the Dover/Kent MPO are working on now and the projects that are coming up from previous studies and from our MTP, they are working on sidewalk connectivity which is very big on South DuPont Highway. There are places where the sidewalks just stop or where they stop on this side of the street and pick up on that street, but you must cross the highway to get to them. Working on sidewalk connectivity and adding new lanes in Camden, where when those lanes are added they are going to include bike lanes. There are all kinds of things that they are going to put into place to make it safer to be biking down the highway. There are studies that we're doing now about intersections which is a really big thing for bicyclists and pedestrians because a lot of them, when they do get hit it is at an intersection which is why the Dover/Kent MPO is doing a lot of intersection studies. Chris Assy wanted to endorse the MAPITT app and had a question, the Dover/Kent MPO has done two regional bike plans; the first one was in 2011 and the next one was in 2017. Is there an update in the plans? Helen responded that the plan will be updated but not sure when and not sure if they are going to be updated as a separate plan or if it is going to be updated as our MTP. Scott Hoffman asked how can someone attend a meeting? Helen responded to join through social media or through our website. The meeting schedules on the front page of the website. The Council meetings are from 3:00 p.m. to 5:00 p.m. every other month on the first Wednesday of the month. Public Advisory Committee (PAC) meetings and Technical Advisory Committee (TAC) meetings which are on the opposite every other month on Tuesdays and Thursdays. The PAC meeting are from 5:00 p.m. to 6:30 p.m. and

the TAC meetings are from 10:00 a.m. to 12:00 p.m. All meetings held in Camden Town Hall at the Camden Police Station. Also have a virtual option to make it accessible to everyone. James stated there have been four bicyclist's fatalities in about four or five months, all of them were at intersections or near an intersection. Your comment about how the MPO is looking at several intersections that would presumably be along the Dupont Highway. Is there something that we can have a conversation that the Council and Dover/Kent MPO can consider? Could you or someone in your staff come back to discuss just one of those intersections, just to see what you are thinking about and whether if there is some value that the Council can bring? Helen encourages anyone to go to Doverkentmpo.org and look at our current TIP because there is a video that takes you through like a virtual tour of all the places that are going to be coming up in design and construction over the next four years. Then when the new Unified Working Plan comes out it will list the studies that we are going to be looking at for that year.

Driver Education & Bicycle Safety – “Partner in Traffic Safety”

Michael Wagner made a presentation about an upcoming project at the Department of Education regarding the driver education curriculum. The revision process has just begun for our driver education curriculum. The driver education is a department of education course that is taught statewide. It is a 44-hour course which consists of 30-hours of classroom instruction, 7-hours of behind the wheel instructions and 7-hours of observation. Driver education is the most important class a student ever takes in high school. If a student under the age of 25 is going to pass away, unfortunately it is going to most likely be the result of a car crash. The goal in this revision process is to develop the best driver education curriculum in the country. The first things done was to reach out to our partners in traffic safety that include 110 educators, Office of Highway Safety, DelDOT, Pedestrian Council, Bicycle Council, Department of Health, Delaware State Police, Delaware Motor Vehicles, Fire, Police, Fleet Services, Virginia Tech Transportation Institute, Delaware Farm Bureau, DATE (Drug Alcohol & Tobacco Enforcement), Delaware Safety Council and the US District Attorneys. Very encouraged by everyone's willingness to help. We have formed a working group that's consisted of ten teachers throughout our state and four additional partners from our traffic safety from the areas. Discussed how to get the message out in with regards to bike safety. One of the first things when joining the Council is we looked at the bike plan for Delaware was we instituted a final exam that relates specifically relating to bicyclists and roadway users on the test. Michael thanked James Wilson who helped develop the question that was needed to make sure teachers would teach how motorists must interact with bicycles on our roadways. This project is going to take place over the course of two fiscal periods. It is a complex curriculum because when talking about a 30-hour class, the questions asked is how much time we need to devote with dealing with trucks and that is going to be a specific block of time, where there is only so much time in the curriculum and that same question goes to how much time are we going to devote to bicycle education. One challenge is that we need to integrate the curriculum where at times we are going to talk about other roadway users, pedestrians, bikes, how to deal with trucks, motorcycle riders but also how do we integrate the rest of our curriculum our to keep those things consistently in the minds of the students. When you have an activity on how to navigate intersections, the diagram should not just have cars but should show box trucks, bike lanes, should have bicyclists in certain areas and motorcycles. Will find a way to integrate our curriculum as much as possible so that we get those things the kids need to see that they are going to see on the roads every day that gets into their visual security and gets into their mind somewhere so that they

are thinking about a variety of things while they are driving. Michael's request to the Council is if there was someone from the Council that would be a part of our partners who would like to represent the Council so that when it comes time to possibly review the curriculum on bike education and give what they are thinking. Walt Bryan volunteered to be part of the partners.

RAISE Grant Letter of Support for Georgetown to Lewes Trail:

John Fiori indicated the Department is applying for a RAISE Grant to complete the design of the Georgetown to Lewes Trail between Park Avenue and Fisher Road. As part of the package that's being submitted, the Department would like a letter of support from the Council. John Fiori submitted a draft letter sent to Scott Hoffman to review and modify. The letter of support addresses topics about how this project will be helping the economy and promoting bicycle and pedestrian safety. Pamela Steinebach stated the Department would like the Councils support and will only help obtaining the funding to build the last six-mile section in the Georgetown to Lewes Trail. Right now, doing the design work but do not have the funding for this project and are hoping to get this grant. Any assistance and support that the Council can give by signing this would be much appreciated. James Wilson stated he was not in support of the letter because last March Governor Carney promised funding to finish the Lewes to Georgetown trail and now the Department is asking for the Council for support for a discretionary grant from federal government which the Department may or may not get. What happened to Governor Carney's promise back in March that the final part of the Lewes to Georgetown trail is going to be funded? Pamela responded that the Department has preliminary engineering funding where the design is being worked on now and currently in the CTP we do not have any funding. Pamela will follow up with Scott.

NOTE: On February 3, 2023, a response was provided back to the Council concerning funding on the Georgetown to Lewes Trail, based on an article from the Governor's office that funding was already allocated. The article was referring to PE (Preliminary Engineering) that was being done under BIL (Bipartisan Infrastructure Law) funding. The funding being applied for under the RASIE Grant was for construction. After the Council was notified there was no objection to issue the letter of support.

IV. Old Business

Safety Concerns at Georgetown to Lewes Trail and Gills Neck Road:

Ray Quillen addressed the Council that since the last meeting on December 7th, he has come up with two options for consideration that he thinks would improve visibility, access, congestion and flow of traffic on the Georgetown to Lewes Trail where it connects at Gills Neck Road. Option 1 would be to create two separate trail connections at Gills Neck Road, each having one directional traffic flow for 20-feet or 30-feet. This would allow the existing 10-foot wide trail to be used for people making the turn onto the trail from Gills Neck Road. Option 2 would be to relocate the trail further south for two-way traffic flow but use the existing trail for people making the turn onto the trail from Gills Neck Road. Both options would be within the existing 66-foot railroad right of way. The hedge has been trimmed back 2-3 feet by the town or the homeowner but there is still a problem with visibility. By moving the trail away from the hedge will improve the visibility.

Option 1



Option 2



Dave McClintock requested to address the Council in support of Ray's suggestions. Dave often rides and the way the trail is now there are times when it is a little bit risky because when he approaches that hedge it is a blind sight for cyclists going onto the trail and quite often especially in the summer season when he comes up to that entrance onto the trail from Gills Neck there will be a small group 3 to 5 cyclists spread across that trail entrance and it makes it very difficult to turn onto the trail and it is risky because there could be a car behind him that is assuming that he is going to make that turn and may have to stop. John Bare addressed the Council that he has been working with Ray on this intersection for several years now and visibility is an issue. Two years ago, when the Delaware yield law was up for being made permanent, the Office of Highway Safety said that the only collision along the Lewes to Georgetown trail had been at Gills Neck Road. Either way this is a visibility problem. This past July in the City of Wilmington, 11th Street and Walnut Street, there was a cyclist killed basically of bad visibility situation for both the motorists and the cyclists. John Bare wanted to stress that cyclists are going to do what they are going to do and if you move this trail, would strongly suggest that there is a hard barrier to prevent cutting through.

Priority Bikeway Projects updated:

Due to time constraints John Fiori will provide an update of bikeway projects at April's meeting.

Scott Hoffman asked for a motion to adjourn the meeting. Tom Hartley made the motion to adjourn the meeting. Mike Wagner seconded the motion at 7:10p.m. All agreed, no one opposed. Motion passed.

Next meeting: Wednesday, April 5, 2023, from 5:00 p.m. to 7:00 p.m. to be held virtually unless otherwise determined.

To view the Delaware Bicycle Council video on YouTube:

<https://youtu.be/D3Kp9kTJdeM>